

COTTAM & CO.
General Outfitters
FOR CYCLISTS,
CYCLE CAPES,
CYCLE SHOES,
&c., &c.,
Hongkong Hotel Building.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 816.

日二十月正年四十二

WEDNESDAY, FEBRUARY 2, 1898.

三月

號二月二英港

THIRTY DOLLARS
PER ANNUM.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COUNCIL OF DIRECTORS:
ST. C. MICHAELSON, Esq.—Chairman.
HOR. J. J. BILL IRVING—Deputy Chairman.
C. BEAUMONT, Esq.
G. D. BÖHLING, Esq. A. I. RAYMOND, Esq.
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DAVID GIBBON, Esq. N. A. STEB, Esq.
CHIEF MANAGER: HONGKONG—T. JACKSON, Esq.
MANAGER: SHANGHAI—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED: ON Current Account at the rate of a per Cent, per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON, Chief Manager, Hongkong, 8th November, 1897.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED-DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

T. JACKSON, Chief Manager, Hongkong, 1st August, 1897.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Court of Directors:
D. GILLIES, Esq.
J. T. LAURE, Esq. Chow Tung Shing, Esq.
CHAN KU SHAN, Esq. Kwan Ho Chuen, Esq.
Chief Manager: G. W. F. PLAYFAIR

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances, 2 per Cent. per Annum.

Hongkong, 30th November, 1897.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHARE-HOLDERS \$800,000
RESERVE FUND \$375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 per cent.

" " " " 6 " " 3½ "
" " " " 5 " " 2½ "
T. H. WHITEHEAD, Manager, Hongkong, 2nd June, 1897.

INSURANCES.

THE STANDARD LIFE ASSURANCE COMPANY has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,000,000. The premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates, Apply to DODWELL, CARLILL & CO., Agents, Hongkong, and March, 1898.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undesignated AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

Hongkong, 25th Nov., 1897.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL, TAELS 600,000] \$813,333.33-
EQUAL TO \$15,000,000
RESERVE FUND \$15,000,000

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEN MOO, Esq.
LOU TEO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 17th December, 1897.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept MARINE RISKS on CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agents.

CHAU TSUENG YAT, Secretary.

HEAD OFFICE, NO. 2, QUEEN'S ROAD WEST, Hongkong, 20th May, 1898.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(o)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	Ceylon	R. R. Pearce	5 P.M., 4th Feb.	Freight or Passage.
STRaits AND BOMBAY	Hydaspe	C. L. Daniel	Noon, 5th Feb.	[Freight only. Call at Colombo.
SHANGHAI	Cormandel	R. A. Peters	Daylight, 6th Feb.	[Freight or Passage.
JAPAN	Yedan	T. Feigh	Daylight, 6th Feb.	[Freight or Passage.
JAPAN	Roulla	F. N. Tillard	Daylight, 6th Feb.	[SHANGHAI.
LONDON &c.	Ganges	T. F. Creasy	Noon, 19th Feb.	[See Special Advertisement.
LONDON	Shanghaia	E. P. Bishop	About 19th Feb.	[Freight or Passage.

For Further Particulars apply to

H. A. RITCHIE, Superintendent,

Hongkong, 2nd February, 1898.

NOTICE.

(o)

On and after the 1st February, the price of BEEF, VEAL and MUTTON will be as follows:

BEEF.—Steaks, Steak and Rolls.....	13 cents per lb.
do. Soup Meat.....	10 do.
MUTTON.—Leg and Chops.....	20 do.
do. Shoulder.....	18 do.
VEAL.—Leg, Cutlets and Chops.....	13 do.

THE HONGKONG BUTCHERY CO., CENTRAL MARKET.

Hongkong, 1st February, 1898.

(23)



LIQUEURS OF ALL DESCRIPTIONS IN STOCK.

H. PRICE & CO., NO. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 25th January, 1898.

(20)

CURRY

AT THE HONGKONG HOTEL

TRY THE

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, FOKOHAMA.

(1)

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the comfort of visitors.

E. V. SIOEN, Manager,

(16)

W. POWELL & CO.

NEW GOODS FOR THE RACES

DRESS MATERIALS
COLOURED SILKS (RACING COLOURS)
NEW TRIMMED MILLINERY
FEATHER BOAS
SUNSHADES—FLOWERS—FEATHERS, &c.

KID GLOVES (EVERY SIZE)

Hongkong, 20th January, 1898.

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LIMITED, LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS.

HYDRAULIC & SELF-LUBRICATING PUMP PACKINGS, OF ALL KINDS.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION OF THE BEST QUANTITIES.

ESTIMATES given for every DESCRIPTION OF WORK.

SUPERINTENDENT, THOS. SKINNER.

DODWELL, CARLILL & CO., General Agents.

27]

Intimations.

S. G. HILL, D.D.S., AMERICAN DENTIST.

WINDSOR HOTEL, No. 16, Queen's Road,

OFFICE HOURS:

10 to 12 A.M. 2 to 3 P.M.

Hongkong, 3rd January, 1897. [1-50

HONGKONG ICE COMPANY, LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Office of the Company, Pedder Street, at Noon on SATURDAY the 1st February, to receive a Statement of the Company's Accounts to the 31st December, 1897, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th Inst. to the 5th proximate both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th January, 1898. [145

THE HONGKONG COTTON SPINNING WEAVING AND DYING CO., LIMITED.

NOTICE is hereby given that the FIRST ORDINARY MEETING of the above Company will be held at the OFFICES of the General Managers, No. 4, Pedder Street, on MONDAY, the 7th day of February, 1898, at 4 o'clock in the afternoon.

This meeting is called in order to comply with the Hongkong Ordinances and only formal business will be transacted thereat.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 21st January, 1898. [153

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 13th day of February next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of account to 31st December, 1897.

By Order of the Court of Directors.

(Sd.) T. JACKSON, Chief Manager.

Hongkong, 26th January, 1898. [151

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTRATION OF SHARES of the Corporation will be CLOSED from SATURDAY, the 20th instant, to the 15th day of February next (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Court of Directors.

(Sd.) T. JACKSON, Chief Manager.

Hongkong, 26th January, 1898. [152

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS of the Company will be held at the OFFICES of the Company No. 14, Praya Central, on MONDAY, the 21st February, 1898, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1897.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th February, both days inclusive.

THE HONGKONG TELEGRAPH, WEDNESDAY, FEBRUARY 2, 1898.

HINDRANCES TO THE DEVELOPMENT OF TRADE IN KWANTUNG AND KWANGSI.

(By our Special Correspondent)

My last letter contained some important facts relative to the Ping On Co.'s monopoly and the anti-foreign nature of the policy connected therewith. I now submit copies of documents, bearing official seals, which should be accepted as proof that my statements are true in substance and in fact. The first document is the form (free translation) of license issued by the Lekin Office to Chinese launches to run in the Deltas and on the West River. It is as follows:—

I.—All vessels smuggling arms or ammunition will be confiscated and the owners severely punished.

II.—No cargo can be carried unless all Lekin charges are paid.

III.—Vessels must sail at fixed hours and have permits issued by the Sbs. Hsiao Chankuk (Lekin Office).

IV.—These are allowed to trade in any port, but must not carry foreigners' goods.

V.—All vessels must stop at the Lekin stations en route.

Dated 23rd day of 10th moon of 23rd year of Kwangtung.

(U.S.) LEXIN OFFICE.

Not to "carry foreigners' goods" is worthy of note.

The next document to which it is desirable to draw attention is a notification posted up on the L.-kin Office at Canton. It is dated in June last, the month in which the West River was opened to trade. It reads forth:—

(a) That steamers belonging to Chinese merchants may low boats and can carry merchandise but must pay Lekin. (b) In the case of steamers belonging to foreigners the Lekin office "will not subject their cargo to inspection and the payment of Lekin, but the foreign steamers are not allowed to tow passenger boats (kafau)." (c) Hereafter Chinese cargo and passenger boats are not allowed to employ foreign-owned steamers for towing purposes.

(U.S.) LEXIN OFFICE.

This looks uncommonly like a deliberate attempt to drive the major portion of the native trade into the hands of Chinese, thereby seriously prejudicing the interests of foreign steamship owners. The effect of such a proclamation could not fail to leave the impression on the native mind that the best way to get along without serious difficulties with the all-powerful Lekin authorities is to travel and to ship by Chinese-owned craft. And I am reliably informed that although a few native merchants occasionally ship goods by foreign vessels, yet they ship ten times as much by Chinese vessels. If they were known to be patronizing foreign vessels only, excuses for "squeezing" them and their relatives would soon be found and their treatment would serve as an example for years to come. The foreign steamers plying on the waters of the Delta and the West River and running between Hongkong and Kowloon and West River ports have not accommodated for a very large number of passengers, but if they could tow (as the Chinese steamers do) large light-draft passenger boats their profits would be considerably improved. But we have it from the Lekin authorities that they are not allowed to tow passenger boats, and Chinese cargo and passenger boats are not allowed to employ foreign-owned steamers for towing purposes. It is to be hoped that these matters will be rectified when the revision of the "Regulations for Trade on the West River" takes place in the near future.

As showing the earnest desire of the Lekin Office to protect the Ping On Co.'s interests, a proclamation issued on the 17th January (15th day of 12th moon) constitutes useful evidence. It bears the signature of one Fong, the Ku U magistrate in Shihshing district [Shihshing is one of the Posts of Call provided for in the Treaty of 4th February, 1867] the gist of it is as follows:— "Ho Shan Sin, manager of the Ping On Company, complains that the Wan Kee Steamship Company (his latter Company is, I believe, a British concern registered as a limited liability company in Hongkong), Messrs. W. Farmer, J. S. Kelly and S. M. Cook are shareholders in it and Mr. C. Evans the Company's solicitor are running their steamer *Kwangsi* between Canton and Shihshing, carrying cargo and passengers and he asks that they be prohibited from running to Shihshing. It is therefore notified that the Ping On Company will find the funds for the expenses of the Sing Ngan school at Shihshing, and the Company does so by permission of the Viceroy, so the Wan Kee Company cannot run launches in competition with the Ping On Company and use the wharf in this district. The police are therefore commanded to keep a sharp look-out and if any of the Wan Kee Company's vessels arrive at Shihshing they must be compelled to lay well out in the river."

(S4) KO U MAGISTRATE.

It is doubtless a great convenience for steamers to go alongside the wharf, but the Steamboat Co.'s vessels, and now the Wan Kee Co.'s steamers, cannot do so. The passenger traffic between Shihshing city and district and Canton is very considerable and yet although it is a "Port of Call" the Ping On Company is specially protected in the premises! Shihshing is situated on the left bank of the river between Samshui and Winchow. I hear that the Wan Kee Co.'s steamer *Kwai-yeh*, mentioned above, is a Chinese steamer eartered by the Wan Kee Company. But it matters little, just now, what flag she is flying. It is the manifest intention of the framers of the proclamation that I call attention to.

The *Distillation Tax* is unquestionably, and it is generally admitted to be, a great drag on trade. It affects imports and exports. The Chinese-style *Loff Shul* and *Conal Jamison*, of Shanghai, in their report on the "Revenue and Expenditure of China" (1897) tell us that 2011 shu may mean either a growers' tax or terminal tax. "It has," he adds, "within recent years been received and amalgamated with the lekin." It has, according to this authority, formed an effective and effective weapon for neutralizing the effect of the *Transit Pass* when desired. Mr. Jamison states that it is now paid as part of the ordinary lekin on all cocoons or silk goods, destined for Shanghai, leaving the growing districts, even when accompanied by a transit pass. If the foreign buyer will not pay it, the native broker has got to it, but in any case the *loff shul* is tacked on to the laying down cost of the goods and the foreigner ultimately pays it. We are not now concerned with what happens at Shanghai and I have merely mentioned this to show that the *Terminal or Distillation Tax* is levied on native produce as well as on imports. At Canton, close to the Maritime Customs House, a *Deathless Tax* is levied on goods imported from foreign countries. As soon as the imports are cleared, after paying the *Deathless Tax*, the custom house they are immediately taken to the Lekin Station and there the *distillation tax* (which

amounts to 10 cents per cask on kerosene oil) is paid. It is collected at Canton, before the goods reach their destination, because the cost of collecting at the various destinations would in all probability exceed the revenue from this source. It would require a large army of officials to collect it.

On the 22nd January, 1898, the Distillation Tax came into force and embraced all points within three prefectures of the province of Kwangtung. The tax was set for a period of twelve years, and it was arranged that the Farmer should pay to the provincial treasury the sum of Tls. 180,000 each year for the privilege of levying the tax on imports destined for the prefectures of Shantung, Wangchow, and Kweichow. Shortly after the West River was opened, in June last, special representations were made on behalf of the Farmer to the Viceroy. It was stated that owing to the change that had come over the course of trade in imports consequent upon the opening of the West River he (the Farmer) was a heavy loser and the Viceroy was besieged to decree that six more prefectures be added to the list of districts in which the special tax could be levied. If His Excellency would grant the prayer of the humble petitioners then the latter would be able to give Tls. 200,000 per annum for the privilege for a period of 12 years. The Viceroy agreed, a proclamation was issued with a great flourish of official trumpets, and in the month of October last six more prefectures, making the total nine, were brought under the baneful influence of this specially privileged tax-gatherer. Thus objectionable as the tax was when levied on three prefectures it has become far worse since the West River was opened. Thus a fresh and very offensive hindrance to the development of trade came into force with the sanction and approval, and for the purpose of filling the coffers of the Viceroy and his staff of importunate and losable leeches. An attempt was made to enforce a similar tax at Wuchow shortly after the port was opened but the British and German representatives at Canton (fully informed by the wideawake British Consul at Wuchow) took the matter up promptly and handling it vigorously and firmly soon gave the movement its quietus. They prevented it, and are to be heartily congratulated. Now they would take up the question as regards the province of Kwangtung, and if the other representatives of the Treaty Powers at Canton take part in the campaign I can see no reason why their efforts should not be crowned with complete success. It is probable, of course, that the native officials will quote the amount of money received by the Maritime Customs for the past six months for *Transit Passes* (it was, I understand, Tls. 120,000 at least) and say "Now there is a yet sum taken out of our hands by your *Transit Pass* system. Why, we could have made at least three times that amount on the goods *In transitu* if they had not been protected by *Transit Passes*, on payment of half duty only. We have to administer the province, and without money, without sufficient funds, piracy and brigandage, crime of every description, will increase and one may have to face a bloody revolution, which will dislocate trade to an extent that will injure our foreigners as well as our people." "Both I know of this kind will, it is to be hoped, not weigh with those who have "taken stock" of China and the Chinese. A decade ago it might have gone down, but a great change has come over our knowledge of the Chinese mandarins and the complexion of affairs political in these regions during the past few years. We can believe that the Lekin vultures are well able to deny that the Chinese authorities have any right to impose taxes on goods that have paid duties in accordance with the Tariff. The treaty states clearly that as soon as the difficulties in the Tariff are paid "a certificate shall be issued which shall exempt the goods from all further inland charges whatever." And as far as piracy is concerned, that is a matter which is competent in foreigners to suppress. Article 45 of the Treaty of Tientsin sets forth that "British ships of war coming for no hostile purpose or being engaged in the pursuit of pirates shall be at liberty to visit all ports within the dominions of the Emperor of China etc., &c." This article had reference to the suppression of piracy as a means of protecting British lives and British property and it can be applied to the Canton Detai as well as to the coast of the Empire. As regards the possibility of rebellion, it is well known that the masses have no real hatred of foreigners. Their animosity is a plant sown and cultivated by the officials, from the Viceroy's provinces down to the meanest underlings in the service of district magistrates. The people hate because the officials oppress them—mo, cruelly. They would never molest foreigners if they knew such conduct was not desired in high places. When we sailed and carried away from China many years ago the foreign-hating tyrant who held sway in South China as Viceroy of the Two Kwangs we took a step in the right direction—we struck at the source of the trouble that resulted in pilage, murder, and war. If when those unfortunate and defenceless men, women, and children were cruelly put to death at Kucheng (near Foochow) we had handed the Viceroy of Fukien province and the Prefect of Kucheng at the yard-arm of a British warship we should thereby have taken another step in the right direction. We do not want the blood of the misguided coolies who are bound to murder by the officials. It is the heads of the real instigators of outrage, the official robbers and pirates who are a worse danger to the State than a few scores of pirates who prowl about the waters of the Canton Delta, and who, if the system of government were not of a most degrading and exasperating description, would probably be following a better calling. It is from the robbers and pirates who plunder the mercantile classes, who choke trade, who carefully watch the limit of the people's endurance and exact taxation only when they see a strong gathering, that the real danger is to be expected. It may be to our advantage to keep the peace with China for a while longer. But what I submit is, that it has not always been peace with honour, peace, and with it pliant for British merchants and British pioneers of trade. What we want hereafter is peace with honour, and if we cannot have that—it is to be granted to other nations and denied to us—then we should ball with joy the positive assurance of the British Government, as expressed by the Chancellor of the Exchequer a few days ago—(a) "That the Government is absolutely determined, even at the cost of war if necessary, not to allow the shutting of the door of commerce against us;" and (b) "If the Chinese does not become us *faid accompt* Great Britain will take her stand on treaty rights." It may be added that the Chancellor also intimated that Great Britain does not desire territorial aggrandizement at the expense of China, but she does desire to open the door of China to the commerce of the whole world. It is probable that the Minister had in his mind's eye the virtual closing of Shantung, (whose Germany is now in possession) and the Taiping peninsula and Mandarins (where Russia holds considerable sway), to British trade; but that as it may the declaration is of a diec nature that is quite refreshing and indicates that this limit of tolerance is at last reached.

NOT ANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on ten years' observations to 1893.

Barometer 30.141
Thermometer 57.3
Humidity 70.0
Rainfall 1.76

TO-DAY.

WEATHER REPORT.
Clouds: Overcast: 10 a.m. 4 p.m.
Barometer 30.141 30.000
Thermometer 62. 63
Humidity 93. 94
Rainfall 0.07

TO-DAY.

*We*Wednesday, 2nd February, 1898.
(Publication of B.V. Marv.)

Chinese—12th of 1st moon of 24th year of Kwong-ti.
Jewish—10th Sebat, 5658.
Mohammedan—10th Ramadhan, 1316.
Sun—Risus 8hr. 28min.
Sets 5hr. 33min.
Moon—Maximum Declination N. 8hr. a.m.
High water—Afternoon 8hr. 5min.
Low water—Morning 1hr. 18min.
No inferior high or low water.

ANNIVERSARIES.

1840—Letters from the Imperial Commissioner Lin to H.M. the Queen, complaining of the persistency of his subjects in sending opium to China.
1873—The New German Club, Hongkong, opened.
1882—Mr. C. P. Chater appointed Masonic District Grand Master of S. China.
1896—The Po Luk Theatre, Hongkong, destroyed by fire.
1897—Sharp shocks of earthquake in Japan.
1897—Venezuelan Arbitration Treaty signed.

TO-MORROW.

Thursday, 3rd February, 1898.
Chinese—13th of 1st moon of 24th year of Kwong-ti.
Jewish—11th Sebat, 5658.
Mohammedan—11th Ramadhan, 1316.
Sun—Risus 8hr. 27min.
Sets 5hr. 35min.
High water—Morning 8hr. 6min.
Afternoon 8hr. 49min.
Low water—Morning 1hr. 5min.
and 1hr. 46min.

ANNIVERSARIES.

1830—Marquis of Salisbury born.
1839—Kurkash captured by the British.
1856—The Reform Committee investigation opened at Victoria.
1867—The s.s. *Santa Maria* run down by a N.Y.K. steamer and 50 lives lost.

MEMORANDA.

TO-DAY, 2nd February.
9 p.m.—Performance of the New York Novelty Co. at City Hall.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Cornwall*) 5th inst.
American (*Catskill*) 5th inst.
Australian (*Arlie*) 6th inst.
Tacoma (*Victoria*) 6th inst.
German (*Sachsen*) 6th inst.
American (*Baltic*) 12th inst.

THE P. M. S. S. Co.'s steamer *China*, with mails, etc., will sail from Shanghai at 8 a.m. to-morrow, and will arrive at Hongkong at 6 a.m. on Saturday, the 13th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.
ARRIVALS.

Thales steamer, from Foochow
Sullberg " " Haiphong
Prophete " " Moji
Choyseung " " Shanghai
Amoy " " Amoy
Holman " " Tamshui
Inada Maru " " Yokohama
Australian " " Kobe
Nanyang " " Taipeh
Thunfis " " Shanghai
Patroclus " " Singapore
Glenavon " " Singapore
Aggregating 17,457 tons register.

DEPARTURES.

Triton steamer, for Saigon
Bygdo " " Saigon
Klang " " Kobe
Looi " " Europe
Hallan " " Holloway
Chyuan " " Shanghai
Fushun " " Canton
Hanot " " Haiphong
Aggregating 9,680 tons register.

SWATOW.

Arrivals. from Agents.
Jan. 20 *Holian* Hongkong, J. M. & Co.
31 *Siagon* Hongkong, B. & S.
31 *Phranang* Hongkong, B. & S.
31 *Formosa* Hongkong, J. M. & Co.
31 *Choyseung* Shanghai, J. M. & Co.
Feb. 1 *Nanyang* Amoy, J. M. & Co.
1 *Tsinhsin* Shanghai, B. & S.

Departures. for Agents.

Jan. 29 *Neuchuanwang* Shanghai, B. & S.
30 *Hafan* Amoy, J. M. & Co.
31 *Formosa* Amoy, J. M. & Co.
31 *Siagan* Amoy & S. H. S. & S.
Feb. 1 *Phranang* Bangkok, B. & S.
1 *Tsinhsin* Hongkong, B. & S.
1 *Choyseung* H. K. & C. & Co., J. M. & Co.
1 *Nanyang* Hongkong, J. M. & Co.

Agents—

OUTWARD—11th Jan.—*Vindobona*, Cromarty,
18th Jan.—*Ostak*, 18th January—*Berlina*,
Borodino, Sacken, Devonsire, Lanzo, Scutari,
Mortonsdale, Bellona, Venus, 28th January—*Glasgow*,
Istora, Istora, Dardanus, Melburn, Angra,
Trieste, 31st Jan.—Oceana, Energa, Ferri,
Port—Klangpah.

PASSED THE CANAL.

OUTWARD—11th Jan.—*Vindobona*, Cromarty,
18th Jan.—*Ostak*, 18th January—*Berlina*,
Borodino, Sacken, Devonsire, Lanzo, Scutari,
Mortonsdale, Bellona, Venus, 28th January—*Glasgow*,
Istora, Istora, Dardanus, Melburn, Angra,
Trieste, 31st Jan.—Oceana, Energa, Ferri,
Port—Klangpah.

HOMEWARD—11th Jan.—*Formosa*, Sarabdon,
Thetha, 12th January—*Berlina*, 13th January—*Ulysses*, 14th January—*Principe Henrique*,
Pyrrene, and January—*Sia*, 15th January—*Scutari*.

Agents—

OUTWARD—11th Jan.—*Vindobona*, Cromarty,
18th Jan.—*Ostak*, 18th January—*Berlina*,
Borodino, Sacken, Devonsire, Lanzo, Scutari,
Mortonsdale, Bellona, Venus, 28th January—*Glasgow*,
Istora, Istora, Dardanus, Melburn, Angra,
Trieste, 31st Jan.—Oceana, Energa, Ferri,
Port—Klangpah.

HOMEWARD—11th Jan.—*Formosa*, Sarabdon,
Thetha, 12th January—*Berlina*, 13th January—*Ulysses*, 14th January—*Principe Henrique*,
Pyrrene, and January—*Sia*, 15th January—*Scutari*.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU..... W. Bainbridge.....	MARSEILLES, LONDON, NEW CASTLE, and ANTWERP, via SINGAPORE (Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID.	THURSDAY, 3rd February, at 4 P.M.
KAGOSHIMA MARU..... J. W. Ekstrand.....	SEATTLE, WASH., VIA KOBE and YOKOHAMA..... KOBE and YOKOHAMA.....	WEDNESDAY, 9th February, at 4 P.M. THURSDAY, 17th February, at 4 P.M.
IZUMI MARU..... R. Nenche.....	SHANGHAI, JINSEN, SHIMO, NOSEKI and KOBE..... NAGASAKI, KOBE and YOKO- HAMA..... BOMBAY, via SINGAPORE (Tranship- ping Cargo for JAVA PORTS), and COLOMBO.....	FRIDAY, 18th February, at 4 P.M. MONDAY, 21st February, at 4 P.M. TUESDAY, 22nd February, at Noon.
HIRASHIMA MARU..... N. Oho.....	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.....	FRIDAY, 15th February, at 4 P.M.

For further information as to Freight, Passage, Sailings &c, apply at the Company's Local Branch Office at No. 7, Praya Central:

A. S. MIHARA,

Manager.

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THE WORLD RENOWNED

FRENCH CORSETS
C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations
Only genuine if Labelled and Stamped
C. P. à la Sirène!

APPLY TO

M. OPPENHEIMER & CO., PARIS.



SETTING UP OF DISTILLERIES

Rice — Corn — Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories

STEAM KITCHENS

ECROT & GRANCÉ, rue Mathis, PARIS

Apply to Messrs. DODWELL GARRILL & Co., Hong Kong.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China — WATKINS & Co., Hong Kong.

SERRAVALLO'S
FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and at the
same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong — A. S. WATSON & Co.

Hongkong, 1st September, 1896.

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Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG."

Captain Ishmann, will be despatched for the
above Ports TO-MORROW, the 3rd instant,
at Daylight.

To Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, and February, 1898.

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FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"CATHERINE APCAR."

Captain E. Fey, will be despatched for the
above Ports TO-MORROW, the 3rd February,
at 3 P.M.

To Freight or Passage, apply to

DAVID SASOON, SONS & Co.,
Agents.

Hongkong, 28th January, 1898.

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DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES."

Captain Hall, will be despatched for the
above Ports on FRIDAY, the 4th instant,
at Daylight.

To Freight or Passage apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 1st February, 1898.

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FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA."

Captain Taylor, will be despatched for the
above Port on FRIDAY, the 4th instant,
at Noon.

This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.

To Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st February, 1898.

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"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA (DIRECT).

THE Company's Steamship

"CARMARTHENSHIRE"

Captain Shattock, will be despatched for the
above Port on or about the 4th February.

To Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th January, 1898.

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OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched as above on
SATURDAY, the 5th instant, at Noon.

To Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1898.

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EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Company's Extra Steamship

"AUSTRALIAN."

Captain Helms, will be despatched for the
above Ports on TUESDAY, the 8th February,
at 10 A.M.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the CHINA NAVIGATION
COMPANY and *vica versa*.

To Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st January, 1898.

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NORDDEUTSCHER LLOYD.

N O T I C E .

STEAM FOR

STRAITS, CEYLON, MEDITERRANEAN
PORTS, ANTWERP, BREMEN AND
HAMBURG.

PORTS IN THE LEVANTE,

BLACK SEA AND BALTIK PORTS;

ALSO

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen | Tuesday ... | 1st March.

Bayern | Wednesday | 30th March.

Prinz Heinrich | Wednesday | 27th April.

Preussen | Wednesday | 20th May.

Sachsen | Wednesday | 22nd June.

Bayern | Wednesday | 20th July.

Prinz Heinrich | Wednesday | 17th Aug.

Darmstadt | Wednesday | 14th Sept.

Preussen | Wednesday | 12th Oct.

Sachsen | Wednesday | 9th Nov.

Bayern | Wednesday | 7th Dec.

Prinz Heinrich | Wednesday | 4th Jan.'99.

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FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"LYDERHORN."

will be despatched as above on or about the 15th
February.

To be followed by the

S.S. "ORWELL" on or about the 28th
February.

To Freight, &c., apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th January, 1898.

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MOULS-WARRACK-MILBURN LINE*

FOR NEW YORK, VIA SUEZ CANAL

THE Company's Steamship

"PINGSUEY."

Captain D. Davies, will be despatched as above on
or about the 28th February.

To be followed by the Steamship

"NING-HOW."

For Freight, &c., apply to

HOLLIDAY, WISE & Co